



Fisheries and Oceans
Canada

Pêches et Océans
Canada

Canadian
Coast Guard

Garde côtière
canadienne

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RECAPITALIZING THE COAST GUARD FLEET



Canada

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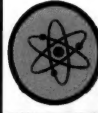
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Coast Guard - Results for Canadians



Sustainable Economic Growth

- Clear ice and ensure year-round access to ports that facilitate Canada's blue economy.
- Deliver food and critical goods to northern communities.
- Break-out fishing harbours and wharves.



Taking Science to Sea

- Demonstrate Canada's leadership in ocean science.
- Study the impact of climate change.
- Monitor ocean conditions and fish stocks to inform stewardship decisions.



Oceans Protection Plan

- Respond to marine pollution incidents and vessels of concern.
- Preserve and restore marine ecosystems.
- Strengthen Indigenous partnerships.



Security and Sovereignty

- Conduct sovereignty patrols.
- Conduct domestic and international missions to prevent illegal fishing.
- Deliver Marine Security Enforcement with the RCMP.



Safety

- Save lives through Search and Rescue.
- Maintain navigational aids.
- Support hydrographic mapping to mark hazards and prevent vessel groundings.

Key Facts

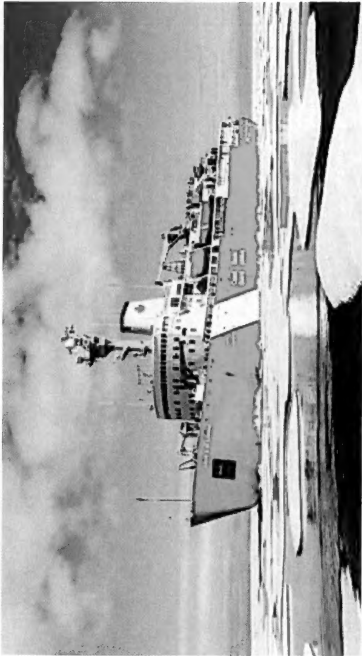


- \$400 billion worth of cargo passes through Canada's ports each year, which support 250,000 jobs.
- Nearly half of Canadians went boating in 2016.
- 1 cargo ship keeps the emissions of 963 trucks off the road per trip.
- 95% of Arctic goods arrive by ship.

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Coast Guard Fleet

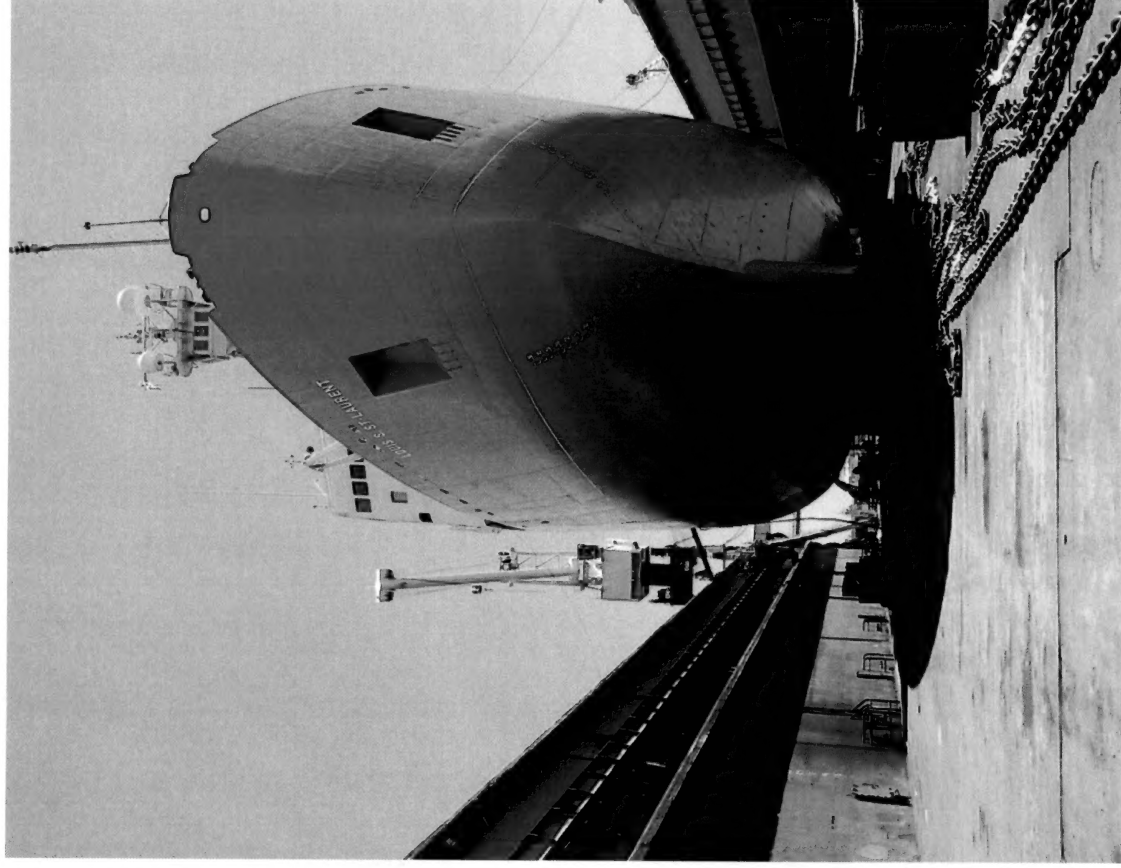
43 Large Vessels	74 Small Vessels	22 Helicopters
 Aging large vessels (26) Icebreakers <ul style="list-style-type: none">• Heavy Icebreakers• Medium Icebreakers• High-Endurance Multi-Tasked Vessels• Medium-Endurance Multi-Tasked Vessels Offshore Patrol Vessels Offshore Oceanographic Science Vessels Offshore Fisheries Science Vessels Recently delivered large vessels (9) Mid-Shore Patrol Vessels Other miscellaneous large vessels (8)	 Search and Rescue Lifeboats Mid-Shore Science Vessels Channel Survey and Sounding Vessels Hydrographic Survey Vessel Near-Shore Fishery Research Vessels Special Navajds Vessels Training Vessels	 Light-lift Helicopters Medium-lift Helicopters

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Aging assets



- On average, Coast Guard's large vessels are 36 years old.
- Over a third of the Coast Guard's large icebreakers, patrol ships and science vessels have exceeded their operational lives.
- Vessels are at increasing risk of unrecoverable failure.
- Many ships will not remain operational until their replacements arrive.
- Interim measures are required to mitigate program gaps.

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Progress to date

- Coast Guard is progressively renewing its aging fleet while planning for the future.
- Ongoing recapitalization of fleet is critical to ensure Coast Guard's continued program delivery today, and into the future.

s.21(1)(b)

Delivered



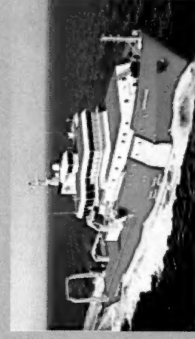
1 Offshore Fisheries Science Vessel
9 Mid-Shore Patrol Vessels
2 Air Cushion Vehicles
98 small vessels and craft
22 Helicopters

In Construction



Offshore Fisheries Science Vessels
Search and Rescue lifeboats
Channel Survey vessels

Pre-Construction



1 Offshore Oceanographic Science Vessel
1 Polar Icebreaker
small vessels

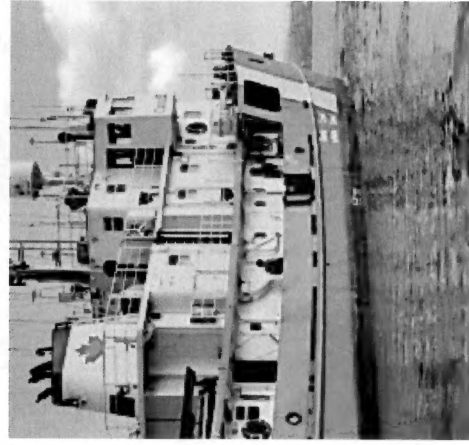
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Our Opportunity



1. Right ships for Canada – now and into the future.

- Multi-purpose ships and mission modularity to improve efficiency.
- Integration of new technologies and design advancements.
- “Green” ships for cleaner and quieter operations – reducing emissions and impacts on sensitive marine species like whales.
- Human engineering for workplace diversity – making way for the “crew of the future.”

2. Adapt to meet commitments to the environment and the economy.

- Towing capacity as committed in the Oceans Protection Plan.
- Increased icebreaking to support shipping, transportation and tourism.
- Additional programs to support growing vessel traffic in the Arctic, as well as sustainable natural resource development.

3. More efficient procurement.

- Building more ships of the same class provides a real opportunity for shipyards to make productivity gains – which means better value for Canadians.
- Options to build Canadian “centres of expertise” for vessels with commercial and export potential.

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Proposed Fleet of the Future

Large Vessels

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Polar Icebreakers



Program Icebreakers



Multi-Purpose Vessels



Science Vessels



Small Vessels and Helicopters



Mid-Shore Multi-Mission



Mid-Shore Patrol Vessels



Search and Rescue Lifeboats



Channel Survey and Sounding Vessels



Near-Shore Fishery Research Vessels



Special NavAids Vessels



Air Cushion Vehicles



Specialty Vessels



Light and Medium Helicopters



Arctic Helicopters

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Multi-Capability

- With a modular payload approach, the **Polar Icebreaker** will be able to support multiple programs for multiple clients at the same time – and can be easily adapted over its 45-year life span.
- HEMTV, MEMTV and OPV classes will be consolidated into a new common vessel class – the **Multi-Purpose Vessel (MPV)**, which will be designed around mission modules that can be swapped out quickly and easily to provide specific capabilities, such as:
 - Wet labs for at-sea science research;
 - Boom and spill recovery equipment; and
 - “Plug and play” systems to deploy drones.
- Variants of the MPV may be required to address geographic needs and a smaller version, the **Mid-Shore Multi-Mission Vessel** is also being introduced.
- New **Program Icebreakers** will also incorporate mission modularity to deliver essential programs like search and rescue, environmental response and aids to navigation).

Polar Icebreakers



**Multi-Purpose
Vessels**



**Mid-Shore
Multi-Mission**



Program Icebreakers



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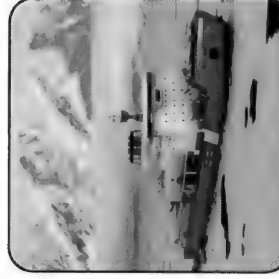
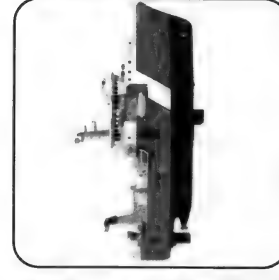
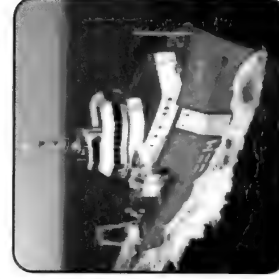
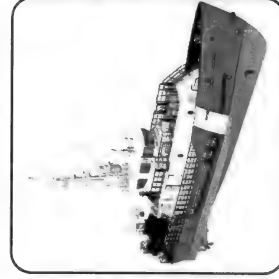
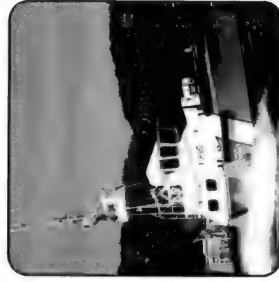
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Safety First, Service Always



Canadian Coast Guard's Fleet Renewal

FOR INFORMATION

Summer 2018

Canada





Canada's largest marine fleet

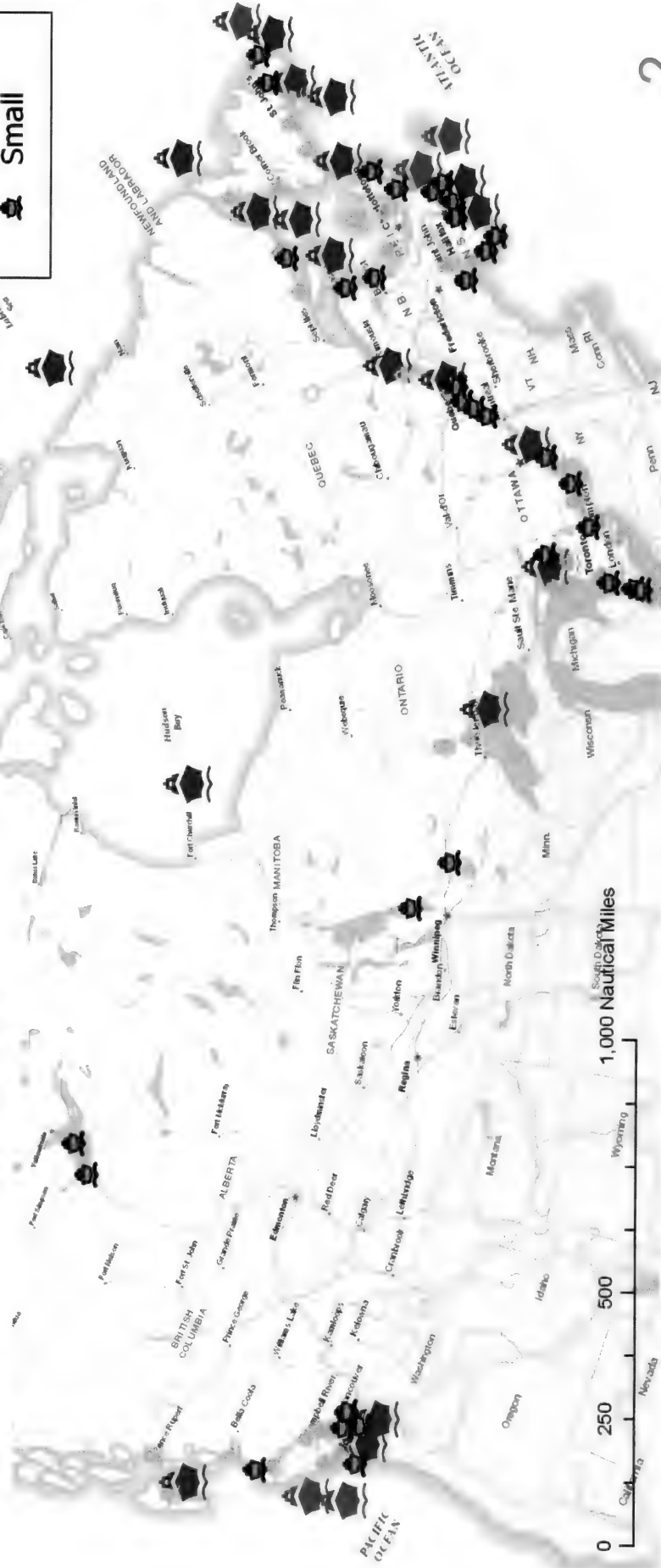
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26 large vessels*
90 small vessels*, including 4 hovercraft
22 helicopters
over 1,000 small craft
4,800 Coast Guard people

Vessel Type

-  Large
-  Lifeboat
-  Science
-  Small



* Includes CCGS W.E. Ricker and CCGS Matthew, both of which are not currently in operation.

Delivering Critical Services

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On-going recapitalization is critical to ensuring the Canadian Coast Guard continues to deliver its mandate – today and into the future



Sustainable Economic Growth

- Clear ice and ensure year-round access to ports that facilitate Canada's blue economy.
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Taking Science to Sea

- Demonstrate Canada's leadership in ocean science.
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Safety

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- Maintain navigational aids.
- Support hydrographic mapping to mark hazards and prevent vessel groundings.

Key Facts

- Canada's marine trade valued more than \$205 billion in 2015.
- Nearly half of Canadians went boating in 2016.
- 1 cargo ship keeps the emissions of 963 trucks off the road per trip.
- 95% of Arctic goods arrive by ship.

Aging Legacy Vessels

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- On average, Coast Guard's large vessels are 36 years old.
- Over a third of the Coast Guard's large icebreakers, patrol ships and science vessels have exceeded their expected operational lives.
- Vessels are at increasing risk of unrecoverable failure.
- Many ships will not remain operational until their replacements arrive.
- Interim measures are required to mitigate program gaps.

Emerging Program Gaps

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Early impacts of an older fleet coupled with increasing demand are starting to emerge.

In 2017, the CCGS W.E. Ricker was laid up permanently, leaving CCG and scientists to scramble to find alternatives to avoid losing months of time-sensitive research before the new OFSV is delivered.

Re-supply of cargo and fuel has been delayed, and even cancelled, for communities in the Arctic and other coastal areas.

Due to repair and maintenance issues, North Atlantic Fisheries Organization (NAFO) obligations for fisheries conservation and protection programs could not be fully met in 2016.

Ferry services have been interrupted, including Marine Atlantic's operations serving Newfoundland.

In recent years, Coast Guard has lost nearly \$2M worth of navigational buoys because they could not be removed due to ship availability and ice conditions.

In heavy ice years, commercial ships have been left waiting, sometimes for days, for icebreaking services – at significant cost to industry.

Over the past four years, lengthening repair periods and unplanned outages have temporarily reduced coverage in all four offshore Search and Rescue areas in Atlantic Canada.

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Going Forward

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Coast Guard has **engaged** regional and international partners, stakeholders and clients to develop the proposed fleet mix for the next generation of Coast Guard vessels.

The proposed mix takes into account **changes in services** that includes focus on towing, **environmental response (OPP)** and **increased icebreaking demand**.

Proposed Large Vessel Mix

s.21(1)(b)



Polar Icebreakers



Program Icebreakers



Multi-Purpose Vessels



Science Vessels



Proposed Small Vessel Mix and Helicopters



Mid-Shore Multi-Mission



Mid-Shore Patrol Vessels



Search and Rescue Lifeboats



Channel Survey and Sounding Vessels



Near-Shore Fishery Research Vessels



Special NavAids Vessels



Air Cushion Vehicles



Specialty Vessels



Light and Medium Helicopters



Arctic Helicopters

7

Large Vessel Highlights

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Polar Icebreakers



Program Icebreakers



Multi-Purpose Vessels



Science Vessels

Proposed Large Vessel Mix



Increased **icebreaking capacity** will meet the needs of the shipping industry, ensure ice free port access and enable key Arctic science program.



Multi-mission capability will maximize operational flexibility. Mission modules will allow for easy multi-tasking of Coast Guard vessels.



Adaptable platforms will incorporate 'green' technologies to reduce exhaust emissions, marine pollution, and water-borne noise.



Ships will be designed to meet the various needs of a **diverse workplace**.



Procurement will deliver **economic benefits for Indigenous Peoples**.

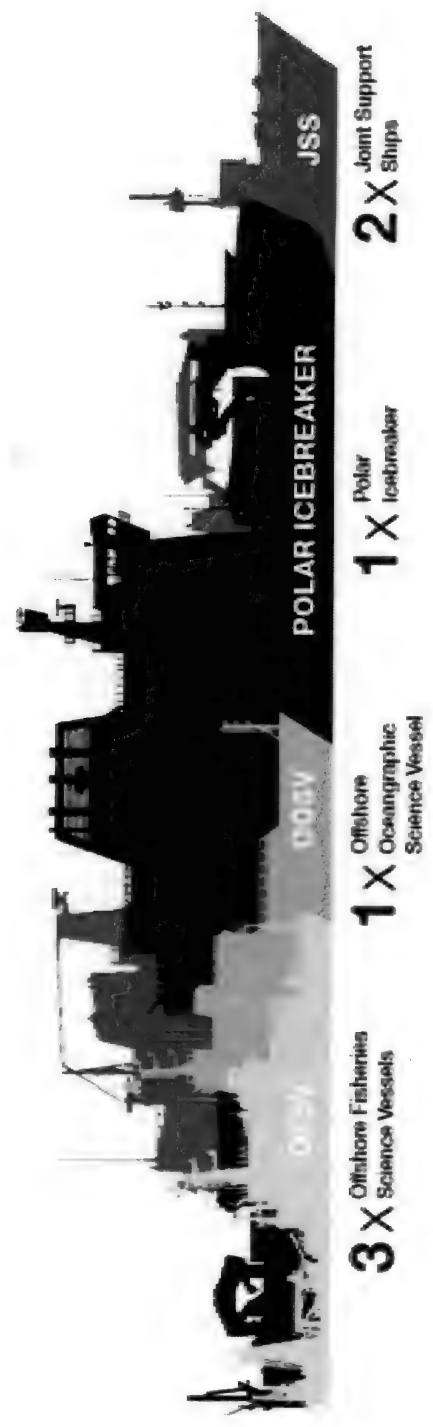
Fleet Renewal to Date

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- Recap of past commitments:
 - In 2010, the National Shipbuilding Strategy (NSS) established major fleet renewal investments:
 - Fully recapitalized the RCN fleet (23 large vessels funded) and
 - Provided targeted funding for five large Coast Guard vessels.
 - Budget 2012 announced a subsequent funding decision to construct up to ten additional large multi-task vessels for Coast Guard.
- Of the [redacted] large Coast Guard vessels proposed:

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Fleet Renewal – Progress

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New Vessel Construction

Project	Budget	Status	Delivery
Offshore Fisheries Science Vessels (OFSV)	\$687M	<ul style="list-style-type: none"> • OFSV #1 – complete • OFSV #2 – complete • OFSV #3 – complete 	Initial Estimate 2012 #1 – 2014 #2 – 2014 #3 – 2014/15 Current Forecast #1 – 2018/19 #2 – 2019 #3 – 2019
Offshore Oceanographic Science Vessel (OOSV)	\$331M ¹	<ul style="list-style-type: none"> • Science requirements completed in 2012 (updated 2017) • Ship design requirements completed in 2012 • Progressing construction engineering. • Construction start Summer 2019 	2016 2022
Polar Icebreaker		Design completed	2017 Unscheduled
Multi-Purpose Vessels ²		Not in the Umbrella Agreement	N/A N/A

s.20(1)(c)
s.21(1)(b)

Interim Measures

- Advanced Contract Award Notice released for three Viking-class Commercial Icebreakers; first of which will come into service this upcoming ice season.
- Adding three new vessels to the fleet will give Coast Guard essential capacity to backfill the legacy ships and maintain core missions for the next 15 years.

² Consolidates the previously-approved Medium Endurance Multi-Task Vessel, High Endurance Multi-Task Vessel and Offshore Patrol Vessel classes.

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Meeting the Challenges Ahead

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An opportunity to build a better Coast Guard for Canadians

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Coast Guard continues to work with clients, partners and stakeholders to define the capabilities required for future classes of vessels. Work will inform project definition and implementation.



CCG has engaged with the Independent Review Panel on Defence Acquisition, led by former DFO Deputy Minister Larry Murray, to seek their advice on CCG fleet renewal plans. Their advice is expected in early to mid Fall, following further engagement with CCG.

Annex A: Engagement

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The recommended fleet mix is the result of extensive consultation with clients and stakeholders.

- Fleet requirements were gathered and validated by 200+ Coast Guard employees, 22 commanding officers, 19 program clients in 7 federal departments, as well as key industry groups and advisory committees.
- Provides capacity to respond to demands for:
 - Additional icebreaking services South of 60° along critical navigational routes, particularly to keep sea lanes open for the transit of commercial vessels to major ports.
 - Reliable icebreaking and vessel escort services to support year-round ferry operations.
 - Increased support for harbour breakouts.
 - Increased environmental response capability given expected increases in tanker traffic.
 - Services to support increased traffic in the Arctic.
 - Mitigating program impacts when ships are taken out of service for repair/maintenance.

National Shipbuilding Strategy (NSS)

Speaking Points:

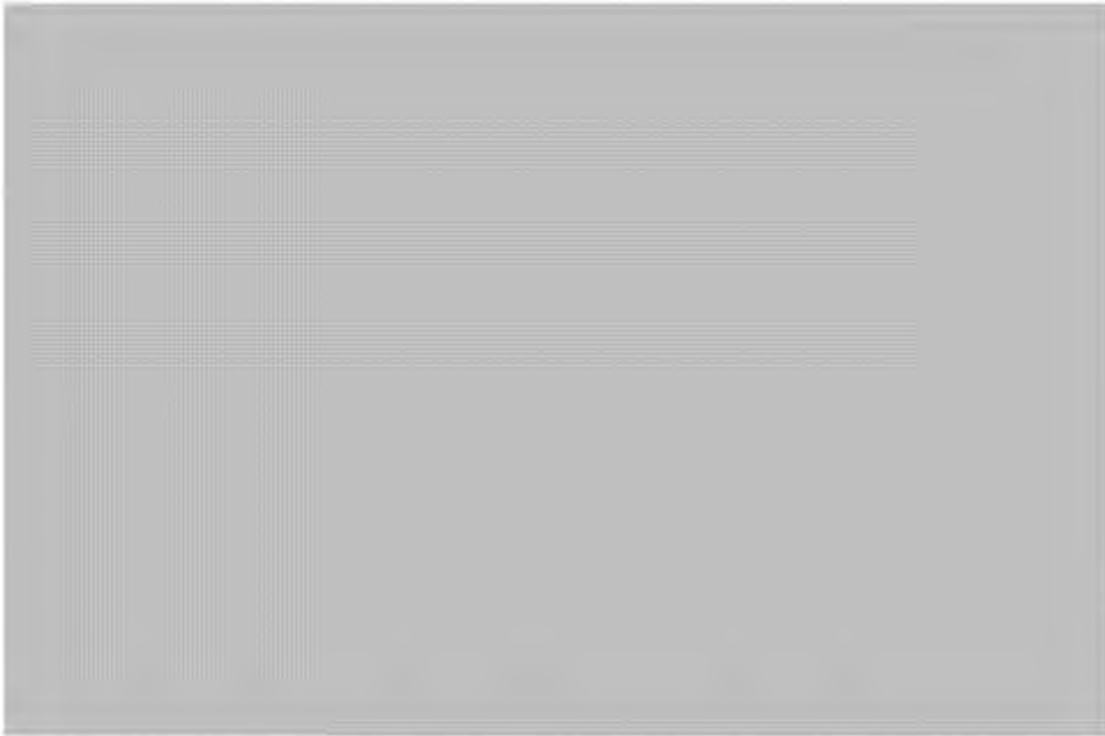
- **Coast Guard remains committed to the National Shipbuilding Strategy, and we are seeing progress with the construction of Offshore Fisheries Science Vessels at Vancouver Shipyards.**
- **Industry was engaged in the development of the Strategy. At the time, Canada acknowledged that there was not enough future large ship construction required for the Navy and Coast Guard to sustain more than two shipyards and their skilled workforce.**
- **There are no changes planned or contemplated that would alter the role of Vancouver Shipyards or Irving as the two principals in the strategy.**
- **Opportunities exist for other shipyards in small vessel construction, conversion, maintenance, repair and refit.**

Background Information:

- Since 2010, Canada's National Shipbuilding Strategy (NSS) has been the procurement approach for the renewal of the Canadian Coast Guard fleet. Key milestones include:
 - 2009: Engagement of the shipbuilding industry in a new approach for the procurement of federal ships.
 - 2010: Announcement of the NSS (at the time, the National Shipbuilding Procurement Strategy) and launch of the competitive process to select two Canadian shipyards as sources of supply for federal ships over 1,000 tonnes displacement.
 - 2011: Selected shipyards for large ship construction are announced.
 - 2012: Umbrella Agreements signed with Vancouver Shipyards Co. Ltd. and Irving Shipbuilding Ltd.
- The three core objectives of the NSS are:
 - Renew the federal fleet in a timely and affordable manner.
 - Create and support a sustainable marine sector in Canada.
 - Generate economic benefits to Canada.
- The NSS guides four aspects of federal marine procurement, as follows:
 - **Large Combat Vessels**, including Arctic Offshore Patrol Vessels and Canadian Surface Combatants for the Royal Canadian Navy, are being built by Irving Shipbuilding Inc.
 - **Large Non-Combat Vessels**, including Coast Guard vessels and the Navy's Joint Support Ships, are being built by Vancouver Shipyards Co. Ltd. (VSY).
 - **Small Vessel** contracts are open for competitive bids from Canadian Shipyards other than Irving and VSY.
 - All Canadian shipyards (including Irving and VSY) have opportunities to bid for **vessel refit, repair and Vessel Life Extension work**.
- Umbrella Agreements with VSY and Irving set the foundation for the long-term NSS relationship between Canada and the sources of supply for large ships. These agreements set out arrangements for the shipyards to achieve a "target state," for contracts to be negotiated and for the business relationship to be maintained. These commitments become contractual obligations in resultant contracts.

s.21(1)(b)

- Key Government of Canada commitments include: to negotiate fair and reasonable contracts; to define vessels to be included in each package; and to “backstop” the investment made by the shipyard in infrastructure to build large ships for Canada.
- The Umbrella Agreement between Canada and VSY includes: three Offshore Fisheries Science Vessels, which are currently in construction; one Offshore Oceanographic Science Vessel; two Joint Support Ships; and one Polar Icebreaker.
 - In 2013, the Government of Canada announced that VSY would build replacements for up to 10 Medium-Endurance Multi-Tasked Vessels and Offshore Patrol Vessels.
- Renewing the Coast Guard’s aging fleet will require more new builds [REDACTED]
[REDACTED] Coast Guard is updating its Fleet Renewal Plan, which will guide the recapitalization of Coast Guard’s large vessels, [REDACTED]
- NSS Governance is led by Public Services and Procurement Canada (PSPC), and the Minister of Public Services and Procurement has overall responsibility for its implementation. Coast Guard and the Department of National Defence are considered “clients,” and are responsible for setting their requirements and obtaining the necessary funding. Innovation, Science and Economic Development (ISED) and Global Affairs Canada are also NSS partners, and representatives from central agencies sit on Governance committees.



CCG Requirements for Interim Icebreakers

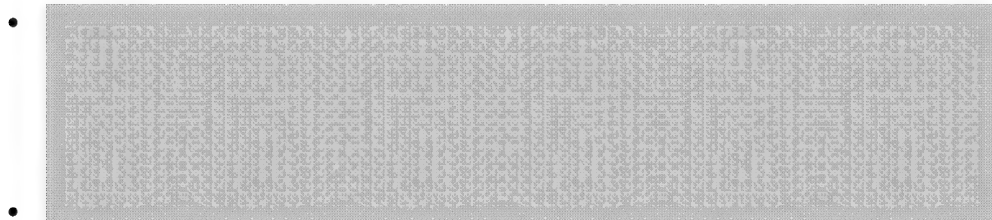
Speaking Points:

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- **Coast Guard has acquired three icebreaking vessels to fill immediate requirements for smaller and shallower icebreakers.**
- **While additional interim measures may be required in the future, Coast Guard does not anticipate a requirement for interim heavy icebreaker capacity.**
- **In fact, Coast Guard plans for its Fleet of the Future do not include Heavy Icebreakers.**
- **CCGS *Louis S. St-Laurent* and CCGS *Terry Fox* are in good condition and can be kept in service until new icebreakers are delivered.**

Background Information:

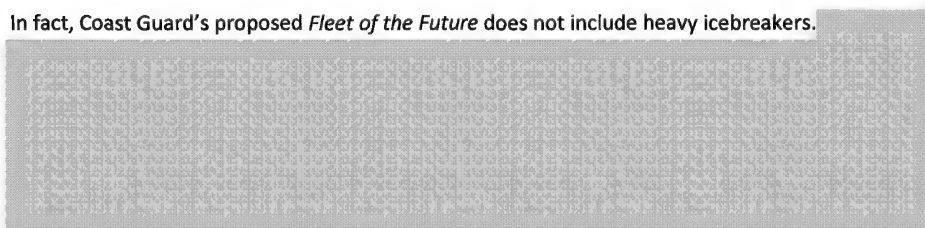
- In 2016, the Canadian Coast Guard identified a requirement for interim measures to address capability gaps that are expected to occur when existing vessels are taken out of service for Vessel Life Extension work and, in the longer term, mitigate risks of ships being decommissioned before replacements can be delivered.
- On behalf of the Canadian Coast Guard, Public Services and Procurement Canada issued a Request for Information (RFI) process to seek industry input on interim solutions available to meet Coast Guard's requirements. The RFI process was launched in November 2016, and it closed in February 2017.
- Through the RFI, Coast Guard received information on 30 interim icebreaking solutions, including a proposal from Chantier Davie, as Federal Fleet Services, for four icebreaking vessels: three "medium" icebreakers (the Viking vessels) and a fourth "heavy" icebreaker, *M/V Aiviq*.
- The three Viking vessels proposed by Davie met Coast Guard's immediate requirement for smaller and shallower icebreakers to support winter icebreaking operations in eastern Canada.



- Coast Guard currently does not anticipate a requirement for interim Heavy Icebreaker capacity.
 - CCGS *Louis S. St-Laurent* is expected to remain in service until the Polar Icebreaker is delivered – no gap is expected.
 - CCGS *Terry Fox* is also in good condition. If vessel life extension work is required, this can be scheduled around operational requirements



- In fact, Coast Guard's proposed *Fleet of the Future* does not include heavy icebreakers.



Contracts with Chantier Davie

Speaking Points:

- **Acquiring the Viking vessels is great news for Canada. We are anxious to see these ships readied to support Coast Guard operations.**
- **Coast Guard has a long history of working with Davie, and we value the shipyard's in-depth knowledge of Coast Guard's ships and the work that is needed to keep them at sea.**

Background Information:

- Under the National Shipbuilding Strategy (NSS), large Coast Guard vessels are being built by Vancouver Shipyards Co. Ltd. as part of the Non-Combat Program.
- Davie has supplied Coast Guard with three interim icebreakers that were needed to address critical capability gaps in icebreaking services. On August 10, 2018, a \$610M contract was awarded to Davie for the acquisition of three used Viking icebreaking vessels and conversion of the first one.
- Due to the age and condition of the fleet, Coast Guard expects that some aging vessels will not remain in service until new assets are delivered. Interim measures, including acquiring commercial vessels and vessel life extension work, will continue to be considered to ensure continued service delivery for Canadians.
- The NSS provides opportunities for other Canadian shipyards, such as Chantier Davie, to bid on small vessel construction or sustainment activities, which include annual maintenance, refit and Vessel Life Extension work for Coast Guard vessels.
- Unlike the Department of National Defence, Coast Guard does not use In-Service Support contracts for sustainment and life-cycle management activities. Coast Guard's Integrated Technical Services (ITS) directorate is responsible for life-cycle management for its vessels. Some annual maintenance is carried out by experienced Coast Guard personnel in regions. Work that requires docking periods is contracted to shipyards through competitive processes.
- Generally, contracts are available for competitive bids from shipyards near the vessels' home region. This reduces transit time to and from shipyards, ensuring ships are available for operations as much as possible. Coast Guard has approximately 30 vessels that are maintained on the East Coast of Canada, where Davie is located.
- It should be noted that Davie is currently the only Canadian shipyard capable of dry-docking CCGS *Louis S. St-Laurent*, Coast Guard's largest and most capable Heavy Icebreaker.
- Coast Guard has awarded a number of contracts to Davie for sustainment activities. In the past three years, Davie has been awarded contracts for work on the following Coast Guard vessels:
 - CCGS *Earl Grey* (March 2015), totaling \$16M;
 - CCGS *Henry Larsen* (July 2015), totaling \$23M;
 - CCGS *Louis S. St. Laurent* (February 2017), totaling \$20M; and
 - CCGS *Des Groseilliers* (April 2018), expected to total \$4M.

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69(1)(d)

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69(1)(a), 69(1)(d)

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